

MARINE INFORMATION

NEW EDITION OF SAILING DIRECTIONS

Pub. 175, Sailing Directions (Enroute) North, West, and South Coasts of Australia, Seventh Edition, 2001, is ready for issue. This publication has been corrected to 14 July 2001, including Notice to Mariners No. 28 of 2001.

ADDITIONS TO 2002 EDITIONS OF NOS TIDE AND TIDAL CURRENT TABLES

A number of new reference stations have been added to the National Ocean Services' Tide and Tidal Current Tables for 2002. Table 2 "time" and "height" correction factors effected by these additions have been updated based on the new reference stations.

Tide Tables 2002-East Coast of North and South America Including Greenland

Lime Tree, Saint Croix, Virgin Islands
Charlotte Amalie, St. Thomas, Virgin Islands
Settlement Point, Grand Bahama Island, Bahamas
Bermuda Esso Pier, St. Georges Island, Bermuda
Magueyes Island, Puerto Rico

Tide Tables 2002-West Coast of North and South America Including the Hawaiian Islands

Nawiliwili, Kauai Island, Hawaii
Hilo, Hawaii Island, Hawaii
Mokuoloe, Oahu Island, Hawaii
Kahului, Maui Island, Hawaii
Johnston Island
Sand Island, Midway Islands

Tide Tables 2002-Central and Western Pacific Ocean and Indian Ocean

Nawiliwili, Kauai Island, Hawaii
Hilo, Hawaii Island, Hawaii
Mokuoloe, Oahu Island, Hawaii
Kahului, Maui Island, Hawaii
Johnston Island
Sand Island, Midway Islands
Pago Pago, American Samoa
Wake Island
Diego Garcia Island

Tidal Current Tables 2002-Atlantic Coast of North America

Estes Head, Eastport, Maine

DISCONTINUANCE OF 121.5 AND 243 MHZ FOR SATELLITE DISTRESS ALERTS

The Cospas-Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons. No effective date has been set for this action, however, it is expected to occur far enough into the future to avoid a crisis for mariners, aviators and other users of the system. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas-Sarsat program to discontinue use is driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon need to be aware and take the Cospas-Sarsat decision into account. For further information contact United States Coast Guard Headquarters at: Phone (202) 267-1586 or email: psteward@comdt.uscg.mil